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SOURCE Newspapers as indicated.

SET UP NEW MARITIME LEAGUE;  
ISSUE NEW WORK REGULATIONS FOR SEAMEN

LISTS LEAGUE'S OFFICIALS -- Zycie Warszawy, No 94, 4 Apr 50

The "Liga Morska" (Maritime League), resulting from a merger of the Polish Western Union and the old Maritime League, is a public, democratic, nonparty institution created to develop the maritime economy and to defend the maritime interests of the Polish State, in close cooperation with the Polish naval forces and merchant marine.

The newly appointed Presidium is composed of the following: Gen Mieczyslaw Wagrowski, chairman; Commander J. Urbanowicz of Gdansk, Sejm Deputy M. Dachow of Szczecin, and Edward Szubert of Warsaw, deputy chairmen; C. Pilichowski, secretary general; J. Skarzynski of Gdansk, M. Witkowski of Poznan, J. Wojsznis of Warsaw, Stanislaw Soldek of Gdansk, H. Sobanski of Warsaw, and Stanislaw Sierpinski of Warsaw, members of the Presidium.

Vice-Minister J. Salcewicz was elected chairman of the Chief Auditing Commission, and W. Barcikowski, Vice-President of the Sejm, was elected chairman of the League's Organizational Court.

REGULATIONS GUARANTEE STEADY EMPLOYMENT -- Rzeczpospolita, No 87, 28 Mar 50

According to new employment regulations, every sailor of the Polish Merchant Marine will have the right to sign an agreement which will guarantee him steady employment and income. In the event of temporary unemployment on a ship, the sailor will automatically be placed in a reserve pool, under GAL (Gdynia-America Lines), which has been organized to find substitute jobs for such workers.

Substitute jobs will be found in warehouses, shipyards, GAL offices, and ships in ports. The Polish Merchant Marine guarantees a 46-hour work week with base pay according to the last rating held on shipboard. The sailors of the reserve will also be guaranteed full sickness and accident benefits, family allowances and insurance.

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INTRODUCE FLOATING WORKSHOPS -- Zycie Warszawy, No 94, 4 Apr 50

State Transportation Projects Construction Enterprise No 3 is in charge of the 1950 Wisla River regulation work. Priority in the construction of dikes will be given to the Tarchomin-Modlin stretch of the Wisla.

In 1949, a 6-kilometer stretch of the Tarchomina-Modlin dike was completed, and was capable of resisting this year's floods. This stretch will serve as a model for the construction of the rest of the dike.

A new method of producing fascined "mattresses" will be used in 1950. They will be made on the barges, whereas in the past they were made on the shore. The new system of floating workshops will save 100 million zlotys annually.

GAL EXTENDS ACTIVITIES -- Trybuna Robotnicza, No 47, 16 Feb 50

The Gdynia-America Navigation Co. announces that arrangements have been made for the port of Gdynia to handle cargoes destined for the chief ports of eastern Africa. The goods will be shipped on a through bill of lading with transshipment in London.

Similar agreements have been concluded with India, Pakistan, the Far East, and Australia.

ORE CARRIER GETS FIRST POLISH BOILERS -- Zycie Warszawy, No 92, 2 Apr 50

The Brygada Makowskiego, the third ore and coal carrier built in Gdansk shipyards is to be put into service soon. It will be the first vessel of the Polish Merchant Marine to have boilers of domestic manufacture.

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